

Sound Steamer Founders After Collision with Schooner; More Than 200 Persons Drowned or Frozen to Death on Wreck

whistle. I jumped into the pilot-house as soon as I could and saw a three-masted schooner luffing up and coming directly and swiftly at us.

"The pilot gave Quartermaster Staples orders to put the wheel hard astern. The schooner was still going very fast before a stiff breeze and she hit the Larchmont on the port side, just forward of the smokestack. I tried to ring up the engineer and mate to find out the conditions below, as I believed the schooner had cut into us and would cause us to leak. I could get neither the engineer nor mate, as the schooner, in hitting us, broke the main steam pipe, causing the steamer to be enveloped in steam.

"I then sent the quartermaster below to see if he could find out the conditions. He came back and reported the boat was filling rapidly and sinking.

ORDERED THE BOATS LOWERED.

"I immediately gave orders to all the crew to go to their stations and lower the boats as quickly as possible. Then seeing that they were doing so, I went to my boat and prepared to lower her. Then I got into one of the boats and stood by the steamer till she went down. Seeing no one around we made for Block Island, arriving there at 6.30 A. M., very much exhausted with hands and feet frozen."

Usually, at this time of the year, the Sound steamers do not average over fifty passengers a trip. This being a holiday was responsible for the fact that the Larchmont was so crowded. Some 150 persons from New England boarded the boat at Providence last night, bound for New York to spend Lincoln's Birthday.

FEW PASSENGERS GAVE THEIR NAMES.

Few of these passengers gave their names. There is a happy-go-lucky plan about registering passengers on the Sound boats. In winter few take the pains to get a stateroom until after they get on the boat. The names of those who register are entered in the purser's books. It is believed that the purser of the Larchmont was drowned and that whatever record there was of the passengers has been lost.

The Larchmont left Providence at 7 o'clock last night. By the time she was half way down Narragansett Bay all her 110 staterooms had been engaged. The weather was bitterly cold, but the night was clear. The passengers hung close to the steam radiators in the saloon until 9 o'clock in the evening, when there was a general movement for the staterooms. By 10 o'clock, when the Larchmont was steaming down past Newport, everybody on board was asleep but the members of the crew.

The force of the wind became more apparent as the big, unwieldy vessel lost the shelter of the hills on the west side of Narragansett Bay and approached the low shore on which Narragansett Pier is situated. The sea is always choppy off that point and the Larchmont rolled uncomfortably as she rounded Point Judith and headed her nose down the Sound in the direction of New York.

A few miles to the westward, beating back and forth across the Sound, was the three-masted schooner Harry Knowlton, bound for Boston from South Amboy with 475 tons of coal. Capt. Haley, commander of the sailing vessel was at the wheel with his first officer. Taking advantage of the blast of wind from the northwest, he was heading across the bows of the Larchmont as she approached.

The high wind and the heavy seas contributed to a miscalculation on the part of somebody. The old coal schooner, weighing with her cargo about 700 tons, was hard to handle and she had considerable headway. Capt. Haley in a statement this afternoon said he did not try to tack because he had the right of way and he thought the steamboat would avoid him.

Seven hundred tons of coal and metal and wood behind the sharp prow of the Knowlton crashed into the side of the Larchmont, cutting a hole in her from the water line to the upper deck. The vessels separated immediately, the Larchmont drifting off so rapidly that Capt. Haley and the other men on the schooner could not make out her name.

SCHOONER'S CREW GETS ASHORE.

The schooner was mortally hurt. Her bow was half cut off. Capt. Haley headed her for shore and ran aground on a sandy bank off Quonochontaug, R. I. He went ashore with his crew of six men in his own boat and reported to the nearest life-saving station that he had been run down by an unknown steamer, which had proceeded on her way without making any inquiries as to the extent of the damage wrought by the collision.

But the Larchmont was in as bad a way as was the schooner. The collision had torn an immense hole in her hull through which the water was rushing. Pumps were useless. It was apparent that she could not last long.

All the passengers had been thrown from their berths by the impact of the collision. Capt. McVey and two of the crew in the pilot-house were thrown bodily through the windows. The engines were shifted on their bases. The Larchmont was helpless as a log.

Out of the state rooms poured the terrified passengers. None stopped to put on clothes. The boat had a nasty list, and it appeared that she was going to turn turtle every minute. From the warmth and comfort of their berths the scores of men and women who had not expected to awaken until reaching this city in the morning were precipitated in a moment into an atmosphere registering two degrees below zero.

The wind swept across the decks with biting force, and the big boat rolled and tossed in the trough of the mountainous seas. There was, of course, a disastrous panic. The few members of the crew who kept their heads were unable to control the maddened passengers.

In the rush for the few boats many were swept overboard to perish in a minute in the icy water. There was a hand to hand combat at each boat in which the strong hurled the weak aside or threw them into the sea. Ropes were frozen solid and knots could not be untied. The screams of the women and the shouts of the men were carried on the gale for a mile, but there was no vessel near to render assistance. Far astern the crippled schooner was floundering on her way to shore.

NO STEAM TO GOVERN SHIP.

Capt. McVey might have run his ship to the sandy Rhode Island shore if he had had any steam. He realized, however, that he was absolutely powerless and set about the work of rescue.

By the time he got into the rush of passengers the panic was beyond human control and the captain evidently determined to save himself. He succeeded.

Within ten minutes after the collision two life-boats carrying twenty-two persons were clear of the foundering steamer. Capt. McVey commanded one of these. The other was in charge of an officer of the boat. The only persons fully clothed in these boats were the members of the crew. Filmy night dresses were all that protected the passengers from the searching wind and the icy spray.

It was nearly an hour before midnight when the two lifeboats were swept away from the side of the sinking steamer. For eight hours they were blown about on the Sound. It was impossible to make any progress against the wind and all the occupants of the boats could do was drift.

FOURTEEN SUCCEMIBED TO COLD.

Fourteen of them drifted into eternity in those eight hours. One after another they sank, senseless, into the water in the bottom of the boats.

The stronger and warmly clad worked at the oars. When daylight came they saw Block Island close at hand and made a landing, touching shore at 7 o'clock.

Few were awake on Block Island at that hour, but the whole population was speedily aroused. Bundled up in oilskins and woolen jackets the hardy folk ran to the beach. They dragged from the Larchmont's lifeboats fourteen frozen corpses. The eight survivors were almost gone. They were hustled to the nearest house and medical aid was summoned. Some even of these may die from the long exposure to which they were subjected.

All this occurred on the northeasterly edge of the island. While Capt. McVey was telling of the wreck work was telephoned in from Capt. Charles Mitchell, of the North End Life-Saving Station, that a steamer had foundered some time during the night at a point a short distance off shore. It was the wreck of the Larchmont.

WRECK IN FULL VIEW FROM SHORE.

Driven by the gale, her upper decks and houses had pursued a direct and sudden course onto the Block Island rocks. There they were in plain sight, with great waves breaking over them. The exposed portions of the wreckage plinketed with ice. Here and there the observers made out dark objects that might have been corpses frozen to the decks. One by one these objects disappeared after gigantic waves had washed the wreck, and soon four corpses were washed up on the beach.

ABANDON HOPE OF MORE SAVED.

How it fared with those who were left on the Larchmont when the two lifeboats pulled away will never be known. None survives to tell the tale. Undoubtedly attempts were made to launch other boats, but those left aboard were not seamen and the boats were probably lost. Capt. McVey held for a time to the belief that boats were launched and that many of the passengers had made their way to the mainland. It was pointed out to him that if he had been unable to make the Rhode Island shore it was not likely that other boats could in the face of a fifty-mile gale, and he agreed at last that if any boats were put overboard they must have blown out to sea.

The terrific gale continued all through the day, and the temperature at Block Island hung around zero. Many efforts were made to reach the wreck, but the seas were too high to allow of any effectual work.

News of the accident did not reach Providence and this city until after 9 o'clock this morning. Officers of the Joy line took prompt measures to relieve the survivors on Block Island. The Joy line boat Kentucky was sent from Providence and other boats were hurried from New London and Newport.

OPINION OF TENNESSEE'S CAPTAIN.

The Joy Line steamer Tennessee arrived here to-day from Fall River. Capt. Wilcox, her commander, said that he saw the Larchmont last night about 8.50 o'clock. At that time she was just ahead of Whale Rock, and there was a northwest gale blowing, the gauge showing about fifty miles an hour. In his opinion the Knowlton must have run across the bows of the Larchmont, going with the wind, and he believes when the steamer hit that it will be found to be the way the collision occurred.

The Larchmont had a thorough overhauling in the horse ship-yards about two years ago, when Capt. Wilcox was in command of her. He says she was a good stout ship, with enough timber in her to build two modern ships. At that time Capt. McVey was a pilot of the Larchmont. When Capt. Wilcox was transferred to the Tennessee McVey was promoted to be captain of the Larchmont. Capt. Wilcox says of Capt. McVey that he was a cool, level-headed man.

CAPT. HALEY'S STORY OF THE COLLISION.

Capt. Haley, of the schooner, gave the following account of the part he played in the disaster at New London to-day.

"I never shall understand how this accident occurred. The night was dark, but starry, and it was not thick. We left New York yesterday with a cargo of coal bound for Boston, and were making fair progress through the Sound. A long time before the accident happened we had sighted the Larchmont as she steamed steadily to the westward. All her lights were seen. Some of the crew were on deck awhile and we spoke of the picture that the Larchmont made, all lighted up. Then we saw that the steamer seemed to be heading directly for us.

"I remembered that I looked up at our lights, which were burning all right, and of course I expected that the steamer would look out for us. But she kept right on. Some of us shouted a warning, and one member of the crew blew a horn constantly. I scarcely know what do. I did not dare attempt to tack to clear the path of the steamer, because I thought she would turn out for us. When she was right ahead of us, there was nothing for us to do but hit her.

STEAMER DID NOT SEEM BADLY HURT.

"The blow was a very bad one. I thought we were going down at once, as the schooner quivered and then rolled backward, with the bow up, the deck and the rigging lurching carried away. The water rushed in at once. The steamer lurched badly to starboard when we struck her and then she continued on her way. She did not seem to be badly damaged."

Capt. Haley then proceeded to narrate the experiences of himself and crew in working his vessel shoreward. With five feet of water in the hold, and raining, the work of manning the pumps was exceedingly difficult, as the water surged about the stern all the time. Finally it was decided to abandon the vessel, and, after setting a few of their personal effects, all hands took to the boat which was launched. Eventually all reached the shore safely about seven miles below Watch Hill.

The exact moment of the collision is fixed by Capt. Haley as being 10.45 P. M., and the place of the accident about three miles off Watch Hill. Capt. Haley's home is in Everett, Mass. His crew are foreigners.

SOME OF THE PASSENGERS.

Some of the passengers known to have been on the Larchmont were: Rev. Philip Maule, pastor Italian M. E. Church, Providence; Frank L. Wilson, drug clerk, Providence; Mr. and Mrs. Samuel Paul, Pawtucket, R. I.; Pauline Paul, nineteen, Pawtucket, R. I.; Matilda Paul, fifteen, Pawtucket, R. I.; Joseph P. Mulligan, mason, Woonsocket; Claude W. Lynd, tailor, Providence; Fred H. Mooney, thirty-five, jewelry salesman, East Providence; Dr. Frank Wilson, Providence.

The Paul family were going to New York to attend the wedding of a son there. Of the passengers on the Larchmont eighteen bought their tickets in Boston yesterday before taking the train for Providence. Only two of these persons gave their names. They were:

Hulgren, R. H. Perkins.

ANXIOUS INQUIRIES FOR MISSING.

Telegrams and telephone messages of inquiry began to pour into the local offices of the Joy line as soon as the newspapers with accounts of the disaster were on the street. Many half-distracted persons called on the Larchmont, but few left any names.

Mrs. Selkrug, from somewhere in the West, was inquired for. She had been visiting relatives in Boston and had written to other relatives in this city that she would reach New York to-day on the Joy line. She sent a telegram from Providence yesterday evening saying that she was about to take the boat. There is nothing in the despatches to indicate that any women were saved.

Capt. McVey has wired his wife in Providence that he is safe. It is assumed that he has the passenger list. The pursers' name is Carpenter. The Scott Wrecking Company, of New London, Conn., has sent tug to the aid of the Larchmont. The United States revenue cutter Dexter, which was in New London Harbor, started for Block Island as soon as her commander received news of the disaster.

The Larchmont registered 895 tons net, 1,605 tons gross. She was 252 feet in length, 37 feet in breadth and 14 feet in depth. She was built at Bath, Me., in 1885.

THAW WAS CRAZY ON THE NIGHT OF MURDER, SO EXPERT EVANS SWEARS AS TO PRISONER'S MIND

(Continued from First Page.)

he had been accompanied by Dr. Charles G. Wagner. Altogether between Aug. 4 and Oct. 1 he had paid eight visits to Thaw. He was not allowed to state the purpose of these visits. Thereupon he was asked to state what observations he had made while calling on the prisoner in the Tombs.

PECULIAR THAW EXPRESSION.

"I observed," he responded, "that Harry K. Thaw exhibited a peculiar facial expression, a glaring restlessness of the eyes. His eyes roamed around and exhibited a nervousness that is usually remarked in persons of unsound mind. He exhibited the condition of a man who has just passed through an explosive and humiliating condition of the mind. He exhibited those symptoms observed in persons of unsound mind who suffer the delusions of exaggerated personal importance—we call it an exaggerated ego. He also believed himself the object of persecution and conspiracy.

When asked for a definition of that delusion of self-importance which young Thaw suffered from, Dr. Evans described it as "the paranoid form of adolescent insanity."

Then the alienist explained that the "paranoid" was the maniacal form of adolescent insanity. In such delusions the victims imagine themselves omnipotent and rulers of the world. The symptoms, he added, are often marked by exaltation and exaggerated self-importance and a false value of the statements, acts and performances of the patients.

"Some authorities," continued the witness, "consider the paranoid form of adolescent insanity and 'dementia praecox' one and the same."

In the opinion of Dr. Evans the prisoner was suffering from both.

PRODUCES EXPLOSIVE FORM OF INSANITY.

Then the alienist got down to the "fulminating and explosive condition of insanity." He said that a person predisposed to insanity would not, as a normal person, suffer deep emotion from grief or a sense of wrong, but would mentally blow up his reason would give way, his sense of right and wrong would be shattered, and he would become morally and mentally rudderless.

During his visits to Thaw the witness was particularly impressed by Thaw's rapid flow of words. He considered that such a rapid flow of words as Thaw delivered in his interviews with him was not characteristic of a sound condition of mind. There was a marked incoherence in the young man's volubility. He spoke without deliberation or weighing his words, simply pumping them out wildly. The words and ideas, said the physician, jumped out one over the other. This was the logical outcome of a diseased and morbid condition of the mind; a symptom that the brain had recently undergone a terrible strain.

"It was the twilight or the dawn of an explosive condition of the mind," swore the alienist.

About the busy District-Attorney the State's hired alienists were grouped—Mable, MacDonald and Flint—with their hands disked behind their eager ears that they might the better catch every word their professional brother on the stand uttered and be the better prepared to contradict his evidence when their time comes. It is the picture one always sees in a criminal trial when mental experts are engaged on both sides—personal friends going through the pretty form of being at war.

Thaw was listening now, scowling at his expert when he heard himself paralleled to maniacs who believed they were either Napoleon Bonaparte, George Washington, Mary Queen of Scots, Julius Caesar, Alexander the Great, Dante, John Milton, or other famous personages in history. Then the alienist explained that though suffering from a similar form of insanity, the defendant's hallucinations were not so spectacular. Though suffering acutely from exaggerated ego, Harry Thaw did not, he said, proclaim himself as king or general.

As the physician launched into a description of his second visit to Thaw, the District-Attorney interrupted, objecting to a phrase of his testimony. He wanted Evans to fix the exact date.

SNEER FROM JEROME.

"The witness," remarked Mr. Jerome sneeringly, "has just said he is off, and to-day he has sworn to a uniform course which he always serves on such occasions."

Mr. Delmas took an exception to this characterization by the prosecutor.

During the second visit to the Tombs Dr. Evans made practically the same observations he had already described in telling of his first two inter-

views. He was asked to describe what symptom of insanity he took note of when he returned to examine the defendant on Sept. 19.

"My observations then were that Mr. Thaw exhibited delusions of suspicion, a lack of confidence in his advisers and a stoniness in his mental make-up characteristic of mental trouble," added Dr. Evans. "This state of mind lasted less than fifteen minutes."

No hallucinations were observed. Thaw had dismissed his physicians, annoyed at their scrutiny of him and their search after symptoms.

Delmas asked his expert to define the difference between a delusion and a hallucination.

"Well," said Dr. Evans, casting about for a subject, "if I should say that I saw ten policemen sitting on that chandelier yonder (pointing) that would be a hallucination."

"Also had janitor service," whispered Dan O'Reilly in a hoarse subway rumble that reached Justice Fitzgerald's ear and made his Honor's well-larded shoulders shake. A subdued laugh tinkled over the court chamber.

AN ILLUSION OR HALLUCINATION.

"An illusion," went on Evans, "is a false sense impression with an outward correlative, as, for instance, I hear the whistling of the wind, the moaning of the wind through the trees, when there are trees but no wind nor any moaning, or if one should say: 'I hear the voices of policemen and soldiers who are coming to rescue me.' There is a groundwork for the idea, but a false sense of what is occurring or about to occur. This is an illusion and a delusion."

All along there had been a lot of unsatisfied curiosity regarding the presence among the forces of the defense of David N. Carvalho, the famous handwriting expert. While Dr. Evans was testifying, the real purpose of bringing Mr. Carvalho into the case was learned. He will probably not be introduced as a witness into the case until the time for sub-oral rebuttal comes. Then he will be called upon to identify Stanford White's handwriting in a great sheaf of letters, some signed and some unsigned, which Evelyn Nesbit Thaw will produce as a final coup. In one of these letters, so it is now being claimed, White made admissions which will go far toward confirming the girl-wife's story of her betrayal at his hands.

When, after spending an hour on the stand, Dr. Evans was asked to state what the lawyer of Stanford White had said to him on the occasion of his third visit, the prosecutor cut in with an objection, and then ensued a three-cornered debate between the Court, the \$100,000 attorney and Mr. Jerome. Mr. Delmas contended at length, quoting from a mass of authorities, to show that remarks made by Thaw to the alienist should be admitted as shedding light on his then mental condition.

The Court sustained the District-Attorney in his argument that Thaw's speech on Sept. 19 would shed no light on what his health of mind had been on June 25.

Mr. Delmas tried to get in some of the rambling and incoherent remarks of the defendant on Aug. 25, when the witness examined him for the second time.

The little pleader from the Golden Gate was determined to drag in crazy speeches of his client if the decisions of the New York courts would help him. He exhausted fifteen minutes reading from the case of The People vs. Nino. Nino was a murderer, one of whose eccentricities was to bathe himself in kerosene. Nino suffered a delusion that his hair was peopled with rabbits, and when arraigned before Recorder Goff shouted at the venerable jurist that he was not Jesus Christ. Nino was quickly adjudged insane.

Thaw seemed very angry when he heard his case likened to Nino's, and he complained with some heat to Lawyer McKillop, who patted his arm and told him he was mistaken—that Nino was merely dragged in to help him, not for the purpose of drawing a parallel.

The case of The People vs. Nino did not aid Mr. Delmas, however, and he had to draw on other authorities. Then he made a long appeal to the Court, arguing along lines of hair-trigger technicalities.

NONE OF THE THAWS THERE.

People had begun by now to remark the fact that none of Thaw's flesh and blood were in the court yesterday or to-day. George L. Carnegie, Harry Thaw's dapper little brother-in-law, was the only member of the family who heard to-day's proceedings. Carnegie had also sat alone through yesterday's two sessions. Neither of Thaw's sisters, the Countess of Yarmouth, or Mrs. Carnegie, nor his brother Edward nor his half-brother Josiah had been in the Court House since the matter of inquiring into the prisoner's sanity was opened. The inference was that they did not care to be present while one witness after another told of the inherited

fault in their veins and the slothfulness, mental and physical, of their stock. Jerome repeated his former assertion that Thaw's state of mind following the crime could not be described with a view to showing his mental condition at the time of the shooting.

INDICATION OF A WRECKED MIND.

"I would respectfully suggest," retorted Delmas, "that debris on the shores of a bay might suggest to the trained mind of a nautical observer that there had recently been a storm."

At last the prisoner's attorney made his question in a direct way. "Were you influenced in arriving at your opinion on Mr. Thaw's mental condition by oral declarations of the defendant, made to you at the time of your examination?"

Over this question there was another long fight between the two lawyers. In the court-room the impression prevailed that Jerome's valiant sparring was really being directed to an effort to prove by Thaw's own witness that Thaw was still violently insane. Should he succeed in this he would be in a position to ask for the appointment of a commission in lunacy as was done in the Ferranov case, at any time when he might find the fight going against him. Naturally, Delmas didn't want this to happen.

JEROME BAITS HIS TRAP.

"I have no objections to any witness saying Harry Thaw was insane at the time of the examination by experts," said Jerome. "If they will say that, all my objections to this line of testimony will be dropped." Following a five-minute wrangle, Dr. Evans was allowed to answer "Yes" or "No" to Delmas's last question, and he responded in the affirmative. He had been influenced by the prisoner's talk.

"Were these oral declarations necessary in order to give you a basis for your opinion?" questioned Mr. Delmas of Dr. Evans.

"They were not absolutely necessary, but highly important," responded the alienist.

"I will ask you to state, Doctor, what were the statements made by Mr. Thaw, which you considered highly important in forming your opinion?"

"Object," cried Mr. Jerome.

"Objection sustained," said the Court.

TIES UP THE DEFENSE.

The District-Attorney had finally won out in a legal battle of almost an hour. He hadn't advanced his plan of paving the way for that eleven-hour lunacy commission, but he had chained the hands of the defense pretty effectively.

"As a result of your eight visits to Thaw," asked Mr. Delmas of the witness, "did you form an opinion of the sanity of Mr. Thaw at the time of those visits?"

"His mental condition varied at different visits."

Mr. Delmas now nailed the alienist down to one visit when Thaw was at his worst, and again he tried to get on record some of the defendant's rambling talk. Jerome was right there with his blocking objections, however, and the witness had to confine his answer to a technical expert's description of Thaw's appearance and conduct.

"I was struck by the defendant's demeanor," said Dr. Evans. "If I moved out of the line of his vision while Dr. Wagner was talking to him, he would abruptly shift himself so as to bring me into his sight. The wit, staring eye was marked and his jerky, excitable movements continued constantly throughout the interview, which lasted for fully an hour. There was a disposition on his part to direct us rather than to be directed. His morbid sense of self-importance was emphasized."

"On the next visit," continued the witness, "we inspected the defendant from head to foot. We removed his clothing and went over him thoroughly, paying particular attention to the reflexes, the skin, the vital organs, the circulation, the contour of the head and the muscular and nervous system. We searched also for evidences of drug habits, blood diseases and tremors. We watched his manner of conduct while under the ordeal—in short, we made the examination as thorough and complete as possible, going deeply into his power of memory."

THAW'S DIAGRAM OF MATCHES.

"Both heart actions and pulse were unusual. On Sept. 29 we examined the young man again. A test was made of his muscular power. He was asked a number of questions. (The witness was not allowed to state what answers Thaw made to the questions.) He gave his own answers and made a diagram of matches, placing them in different positions, to explain something. What he meant by this diagram may have been clear to him, but was puzzling to me, and did not seem to be logical. He still showed nervous agitation, but for the most part was calm. In a general way, he was more composed and deliberate in manner than he had been on earlier visits. He still, however, displayed an exaggerated sense of his importance. He did not seem to realize that he was in any danger. In fact, he showed more concern in another direction."

Dr. Evans was not allowed to say that this concern was for his (Thaw's) wife.

The witness described a subsequent visit on Oct. 1, when the defendant seemed greatly improved and much more rational than he had appeared at any time during the examination by the alienists.

At this juncture court took a recess. Mr. Delmas was saving up his hypothetical question for the second session of the day. This thing of pay-

ing a man \$100 a day to tell a jury how crazy he was had not given Harry Thaw any great pleasure. If one might judge by his face as the turnkeys led him back to the Tombs for his lunch.

FOREIGN CRITICS ON ROOSEVELT ORDER.

ROME, Feb. 12.—The Italian newspapers, which take the greatest interest in the Thaw trial at New York, express the opinion that the efforts to prevent the publication of the evidence for reasons of morality are based on an exaggerated view of the case. The Messagero refers to the steps taken in this direction as being prompted by the "usual American prudishness."

NOT YET--BUT SOON YOU NEVER CAN TELL

Roosevelt the Czar-Like Head of Society for the Prevention of Everything.

WASHINGTON, Feb. 12.—The following statement was not given out at the White House to-day:

"The President has communicated with the Secretary of Agriculture to know whether it is feasible to punish farmers in the Northwest who compel their hens to lay eggs in poultry houses that are not heated by steam. This inhuman practice must stop."

The President has written a personal letter to the editor of the Weekly Chronicle, at Punkville, Miss., warning him to refrain from printing in the columns of his papers any more articles such as that which appeared in the issue of Jan. 31 (page 2, column 3). This was a demoralizing account of the amputation of a man's leg.

The President is deeply incensed over the persistent refusal of the management of the G. A. B. and S. D. Railway to comply with the Executive order regulating the number of wheels on locomotives. Unless the company proceeds within a reasonable time to remove two of the wheels from each of

the eight-wheel locomotives the task will be entrusted to Senator Lodge.

The President has informed Mayor McClellan, of New York, that if the snow is not removed from the streets of that city by tomorrow noon marines will be sent from the Brooklyn Navy-Yard to do the work."

FORTY TAKEN DEAD FROM BURNING MINE.

Others, Cut Off by Flames in Russian Colliery, Supposed to Have Lost Lives.

BAKHMIT, Russia, Feb. 12.—The coal mines here caught fire to-day while the miners were at work. Forty bodies were taken from the shafts this afternoon and a number of others are probably dead.

Bakhmit is situated about 125 miles east of Yakutsk, and has large deposits of coal and salt. The population of the place in 1897 was about 20,000.

DR. BURNER DEAD FROM CHLOROFORM POISONING.

LOS ANGELES, Feb. 12.—Dr. H. B. Burner, M. D., head of a local sanitarium and widely known throughout the East, was found dead to-day at his home here from chloroform poisoning. He gained extensive notoriety through advertising.

CANDY
(PENNY A POUND PROFIT)
We are selling purest quality of fine candy, let's pure conditions at 10c per pound, with 10c dividends on orders, sun-up to surprising proportions.
Special for This Tuesday
WALNUT CREAM FOUND 10c
KISSES FOUND 10c
CHOCOLATE CREAM FOUND 15c
Special for This Wednesday
CREAM FIG CUTS FOUND 10c
MINTS FOUND 15c
SABARCLAY ST.
COR. WEST 8th ST.
29 CORLAND ST.
COR. CHURCH ST.
PART ROWA NASSAU ST.
COR. SPRUCE ST.

W. L. DOUGLAS
\$3.50 SHOES FOR MEN
A trial will convince you that W. L. Douglas \$